

While we imported "Java" as follows in the same years:

	British East	Dutch East
1897.....	2,808,082	3,050,848
1898.....	2,409,967	3,457,883
1899.....	3,062,011	4,230,580
1900.....	3,063,487	5,050,243
1901.....	1,585,741	5,144,110
1902.....	2,218,742	6,087,946
1903.....	15,088,030	30,030,610
1904.....	30,030,610	30,030,610
1905.....	30,030,610	30,030,610

117,521,476—"Java," 1897-1902.

So that while every "grocer" in the United States during the six years from 1897 to 1902, inclusive, sold "Java and Mocha" at from 35 to 45 cents per pound, although we had in the United States only 19,542,480 pounds of "Mocha" and 117,521,476 pounds of "Java," or nearly 137,000,000 pounds of "Java" and "Mocha," as against a total importation from Brazil alone of 3,063,046,087 pounds, while prices in Brazil went down 75 per cent during the same six years!

Now, if I speak of the "Java and Mocha" business in the United States as a "national fraud" (in which his Excellent Strenuousness at Washington ought to be far more interested than in pumas, wildcats, bears and roughriders, am I telling the unvarnished truth or am I simply lying—under a mistake?

And where, you will ask, does the State Food Commission "come in" in this coffee fraud so far as Illinois is concerned? In answer I will quote from the Illinois food law (which Mr. A. H. Jones told me did not allow him to take action, and let the reader himself answer the question: An act approved April 24, 1899, published on pp. 213-218 of the Food Commissioners' report of 1901, says on page 213: Section 14. An article shall be deemed adulterated under the meaning of this act: * * * Fourth: If it be an imitation and sold under the name of another article!

Does this law "hit" the "Java and Mocha" business?

And in the "statement of principles" (page 222) you may read: "Deceptive, suggestive names or designs are as truly fraudulent as open mislabeling."

And Section 23 of the same act provides for the punishment of this misdeed. Mr. Jones and Mr. Patterson have been fully posted as regards "coffee" more than a year ago, hence I take the liberty of asking:

"WHY DO THEY NOT DARE ATTEMPT TO ENFORCE THE LAW AS IT STANDS?"

FORQUE? as they say in coffee producing countries!

AUGUST E. GANS.

The Democrats should nominate John K. Prindle for Judge of the Superior Court next year. He is a lawyer of great ability and would grace the bench.

Mr. B. T. Van Housen, the popular manager of the Steuben County Wine Company, has built up a splendid business through his upright methods and many amiable qualities.

The single-liners of Chicago will hold a picnic at Glenwood Park, near Batavia, Saturday. A program of speaking and games has been arranged.

If you need a first-class article in the line of shoes drop in and see Lange Brothers in the Tribune Building, Dearborn and Madison streets. There the public are well treated, and there all classes of citizens will be given excellent value at reasonable prices.

The Steuben County Wine Company, 210 and 212 East Madison street, is one of Chicago's standard and reliable business houses.

The Mayor gets \$10,000 a year—mostly for vacations.

Mr. Paul Pohl, the leading wine beer brewer of the United States, is one of the most popular citizens of Chicago. He is affable in his manners, square in his dealings and punctual in his appointments. He has repeatedly declined political honors, being content with his rapidly growing business.

J. H. M.: We do not know whether the Mayor draws his salary by telegraph or not.

The Steuben County Wine Company's goods are the very best to be found in the market. Out of town friends would do well to write to the Steuben County Wine Company, 210 and 212 East Madison street, for their wine list and catalogue. Everything will be found as represented and one trial will undoubtedly result in making the purchaser a steady customer of this old and honorable concern.

Certain scientists, among them Professor William Jones, say that if a person be seated with the eyes bandaged and a large object be brought close to the face it is quite possible not only to distinguish the fact of the presence of such an object, but frequently its size and shape. Not many years ago an Italian scientist, Spallanzani, extracted the eyes of bats and was surprised to find that their sight was not in their power to avoid objects, and that their power to avoid objects was as complete as if they still were in possession of their sense of sight. Dr. Emile Javel, of the French Academy of Medicine, who had the misfortune many years ago of losing his eyesight, has recently published a pamphlet in which he seeks, as a result of experiments among the blind, to demonstrate the existence of a "sixth sense." It is well known, for instance, that the blind almost invariably assert that the seat of the sensation is principally in the forehead. Some attribute the sensation to air pressure, a theory which Dr. Javel rejects because

the perception on the part of the blind is clearer when they approach an object slowly than when they approach it rapidly. Some believe that this perception is a result of the tympanum acting as a receiver without distinctively auditive sensations having taken place. Dr. Javel himself believes that it may be the skin which is affected by radiation of a special order. There exist obscure rays that the eyes cannot perceive, yet which can affect the tactile sense, and the smallest thermal variation may be utilized by the mind to reveal the presence of objects. The nature of the phenomena observed so far is too obscure, probably, to admit of any scientific deductions of great value being made at present. Even Dr. Javel would not be surprised, perhaps, if the phenomena observed were, after all, capable of being explained by the presence of the five senses known, without admitting the existence of a sixth.

A Turko-Tartar proverb throws light on the question of the amount of veracity to be looked for in official documents issued by Orientals. The proverb runs as follows: "He who speaks the truth will be expelled from nine villages."

Returning to this country on an English ship, an American traveler was mortified by the lack of familiarity with the words of "America" which his countrymen showed. The captain read service on Sunday, and at the close announced "America" as the hymn to be sung. The first stanza was sung with fervor. Weaker in volume was the second, and the third stanza began with the support of two or three voices, and at the end the organ alone was doing its duty. On the other hand, "God Save the King" was rendered with confident power by a handful of Englishmen, who knew their national anthem perfectly.

Franchisees of fifty-three lines now owned and operated by the Union Traction Company expire in 1903. The list includes all the important principal and cross-town lines on the North and West sides. Secretary George C. Sikes of the street railway commission compiled a table showing the franchises affected and it is set forth in the statement that twenty-seven of the franchises were granted to the North Chicago Street Railway Company and twenty-six to the West Chicago Street Railway Company. Many of the franchisees, as indicated by asterisks, are subject to the act of 1895.

Following is a list of the expiring franchises:

State street, from Lake to Clark streets, by Division street.

Clark street, from Washington street to Fullerton avenue.

Clark street, from Fullerton avenue to Diversey boulevard.

Wellington street and Fifth avenue, from Randolph to Clark streets.

Center street—Clark street to Lincoln avenue.

Lincoln avenue—Center street to Belmont avenue.

Ashland avenue—Belmont to Grace land avenue.

Belmont avenue—Lincoln avenue to Robey street.

Robey street—Belmont avenue to Roscoe boulevard.

Roscoe boulevard—Robey street to Western avenue.

Division street—Wells street to Clybourn avenue.

Clybourn avenue line—Division street to Fullerton avenue.

Sedgwick street—Chicago avenue to Division street.

Sedgwick street—Division street to Lincoln avenue.

Gardfield avenue—Lincoln avenue to Racine avenue.

Racine avenue—Webster avenue to Center street.

Center street—Racine avenue to Lincoln avenue.

Larrabee street—Chicago to Lincoln avenue.

Webster avenue—Racine to Lincoln avenue.

Shelton avenue—Lincoln avenue to Clark street.

Chicago avenue—Clark street to Larrabee street.

Division street—Clark street to Clark street.

Division street—Clark street to Clybourn avenue.

Grace land avenue—Evanston avenue to Ashland avenue.

Evanston avenue—Diversey street to Grace land avenue.

Wrightwood avenue—Short stretch from Lincoln avenue.

Alley—Between 14th and Wrightwood avenues, and between Sheffield and Seminary avenues.

LINES ON THE WEST SIDE.

Madison street—State street to Western avenue.

Madison street—Between Western and Hamilton and Hamilton and Crawford avenues.

Madison street loop—Fifth avenue side.

Milwaukee avenue line—Between Lake and Halsted streets, Halsted street and North avenue, North avenue and Armitage avenue.

Halsted street line—Halsted street loop, Van Buren side; in Clinton street from tunnel to Van Buren street; in Van Buren street between Clinton and Halsted streets.

Halsted street—Van Buren street to Blue Island avenue, and from Blue Island avenue to O'Neill street, and the switch tracks on O'Neill street.

Blue Island avenue—Halsted street to 15th place, and 15th place to Western avenue.

EAST AND WEST LINES.

Armitage avenue—Milwaukee avenue to Washenaw avenue, expired 1906.

North avenue—Milwaukee avenue to Chicago avenue—Milwaukee avenue to Leavitt street, and Leavitt street to California avenue; Kedzie avenue to 40th avenue.

Grand avenue—Milwaukee to Western avenue.

Lake street—Wabash avenue to Union Park court, thence to Western avenue, thence to Rockwell street, thence to Homan avenue.

Lake street loop—Randolph street side and State street side.

Randolph street—State street to Union Park.

Union Park.

Union Park.

Union Park.

Union Park.

Union Park.

Union Park.

Union Park.

Union Park.

Union Park.

Bryan place—Randolph street to Lake street.

Ogden avenue—Madison street to 40th avenue.

Van Buren street—State street to Ogden avenue, Ogden avenue to Western avenue.

Polk street—Fifth avenue to Canal street.

Twelfth street—State street to Canal street, Canal street to Ogden avenue.

Fifteenth place—Dead tracks between Jefferson and Canal streets. (Note—If there be any local authority for the presence of these tracks in street the right would be terminable by the city in 1903.)

NORTH AND SOUTH LINES.

Fifth avenue—Randolph to Polk streets, Polk street to 12th street via duct, Randolph street to Lake street.

Clinton street—Randolph street to Madison street; Madison street to 12th street; Milwaukee avenue to Randolph street.

Canal street—Harrison street to Canalport avenue.

Canalport avenue—Canal street to Halsted street.

Jefferson street—Van Buren street to 15th place.

Halsted street—Milwaukee avenue to Blue Island avenue, Harrison street to O'Neill street.

Leavitt street—Chicago avenue to Grand avenue.

Western avenue—Lake street to Madison street, Madison street to Van Buren street.

California avenue—Armitage avenue to North avenue, Division street to Chicago avenue.

The following shows the dates of expirations of the franchises grants of the lines of the Chicago City Railway Company:

WABASH AVENUE AND COTTAGE GROVE AVENUE LINE.

Wabash Avenue—Lake street to 22d street, terminable 1908.

Twenty-second street—Wabash avenue to Cottage Grove avenue, terminable 1908. (Subject to act of 1895.)

Cottage Grove Avenue—22d street to 30th street, terminable 1908. (From 22d street to 31st street subject to act of 1895.)

Downtown loop of Wabash avenue line, expires 1908.

INDIANA AVENUE LINE.

Eighteenth Street—Wabash avenue to Indiana avenue, expires 1908. (Subject to act of 1895.)

Indiana Avenue—18th street to Cottage Grove avenue, expires 1908. (Subject to act of 1895.)

Twenty-second street to 30th street, terminable 1908. (One track subject to act of 1895.)

STATE STREET LINE.

State Street—Lake street to 63d, terminable 1908. (Part from Lake street to 31st street subject to act of 1895.)

Downtown loop expires 1908.

CLARK STREET LINE.

Clark Street—Washington to Polk, expires 1908. (Subject to act of 1895.)

Polk to 22d street, terminable 1908.

Archer Avenue—State to Halsted streets, terminable 1908. (Subject to act of 1895.)

Halsted to 38th street, expires 1908.

Thirty-ninth street to Vincennes avenue, terminable 1908.

CANAL STREET LINES.

Canal Street—Archer avenue to 29th street, expires 1908.

Twenty-ninth Street—Canal to Butler street, expires 1908.

Wallace Street—29th to 30th street, expires 1908.

HALSTED STREET.

O'Neill to 39th street, expires 1908.

Thirty-ninth to 60th street, terminable 1908.

ASHLAND AVENUE.

Thirty-first to 39th street, expires 1908.

Thirty-ninth to 60th street, terminable 1908.

WESTERN AVENUE.

Archer avenue to 71st street, expires 1915.

KEDZIE AVENUE.

Thirty-eighth to 63d street, expires 1915.

THIRTY-NINTH STREET.

Forty-seventh to 75th street, expires 1914.

CROSS-TOWN LINES.

Twenty-first Street—State street to Dearborn, expires 1908.

Dearborn Street—20th to 21st street, connecting with Archer avenue, expires 1908.

Twenty-sixth Street—Cottage Grove avenue to Halsted street, expires 1907.

Thirty-first Street—Lake Park avenue to Pitney avenue, expires 1908.

Pitney Avenue—31st street to Archer avenue, expires 1908.

Archer avenue to Chicago & Alton railroad, expires 1907.

Ullman Street—31st street to 39th street, expires 1907.

Thirty-fifth Street—Cottage Grove avenue to Rhodes street, expires 1906.

Rhodes Avenue—35th to 39th street, expires 1906.

Thirty-fifth Street—Michigan avenue to State street, expires 1912.

State street to Ullman street, expires 1907.

Ullman street to California avenue, expires 1912.

Thirty-ninth Street—Cottage Grove to Wentworth avenue, terminable 1908.

Wentworth avenue to Halsted street, terminable 1907.

Root Street—State to stockyards, terminable 1908.

Forty-third Street—Illinois Central tracks to State street, expires 1907.

Forty-seventh Street—Illinois Central to Cottage Grove avenue, expires 1912.

Cottage Grove avenue to State street, expires 1912.

State street to Ashland avenue, terminable 1908.

Ashland to Western avenue, expires 1912.

Western to Archer avenue, expires 1915.

Fifty-first Street—Grand boulevard to Indiana avenue, expires 1907.

Indiana avenue to State street, expires 1906.

State to Wood street, expires 1918.

Fifty-ninth Street—State street to Western avenue, expires 1915.

Sixty-first Street—Madison avenue to Cottage Grove avenue, expires 1912.

Cottage Grove avenue to point 1400 feet east of South Park avenue, expires 1907.

From said point to State street, expires 1908.

Sixty-third Street—Stony Island avenue to Illinois Central, expires 1912.

Illinois Central to Cottage Grove avenue, expires 1907.

Cottage Grove avenue to Wentworth avenue, expires 1914.

Wentworth to Ashland avenue, terminable 1908.

Ashland to Central Park avenue, expires 1913.

Sixty-ninth Street—Vincennes avenue to Leavitt street, terminable 1908.

Leavitt street to Western avenue, expires 1915.

Seventy-ninth Street—Vincennes avenue to Halsted street, terminable 1908.

South Chicago Avenue—71st street to 100th.

Jefferson and Lake avenues loop, expires 1907.

Thirty-ninth street to 51st street; grant expires in 1907. Overhead trolley permit expires 1904.

From 63d street to Vincennes avenue expires 1907.

Overhead trolley permit for this part expires 1904.

Thirty-eighth street to 51st street, expires 1915.

Wentworth Avenue—Archer avenue to 33rd street, expires 1910.

75th street, expires 1909.

Overhead-trolley permit expires 1904.

Thirty-ninth to 67th streets, expires 1904.

Sixty-seventh street to South Chicago avenue, expires 1909.

Fifty-fifth Street—From Cottage Grove avenue to Lake avenue, expires Butler to Wallace street, expires 1915.

Thirty-ninth to Root street, expires 1914.

Sixty-ninth to 70th street, expires 1914.

CENTER AVENUE.

Forty-seventh to 75th street, expires 1914.

It takes a man with wonderful self-control to look and in a poker game when he knows he can't possibly lose.



MR. A. G. COX,

Highly Respected in the Business World.

Our Store is open all night and our Fountain Running all the year round, day and night. - -

George R. Baker,

DRUGGIST

Corner Clark and Randolph Streets, CHICAGO
THREE EXPERT SODA MEN.

Shorthand in One Hour

Remarkable results are obtained by Mrs. Lena A. White's Voice Shorthand system. Over 1,400 graduates placed in good paying positions in less than three years.

IN 40 TO 60 DAYS MRS. LENA A. WHITE

Guarantees to make you an EXPERT STENOGRAPHER and TYPEWRITER or will refund your money if she fails to make the above claim good. Thousands of students have memorized her entire shorthand system in one hour. Mrs. White secures \$12 to \$18 per week positions for her graduates. Individual instruction by the author. School in most elegant quarters in Chicago. Marvelous increase in business, the school having had to enlarge its quarters three times since locating in the Fine Arts Building three years ago.

WHITE'S COLLEGE OF SHORTHAND,
SUITE 734-706 FINE ARTS BUILDING

203 Michigan Ave., - CHICAGO

TOM MURRAY

"HE MAKES SHIRTS"

JACKSON BOUL. AND CLARK ST.

NEAR BOARD OF TRADE

3 TO ORDER, WHITE OR FANAY, FOR
\$5.00

Leading Members of the Bar.

John P. O'Shaughnessy,
Francis O'Shaughnessy.

O'Shaughnessy

AND